

Goal 3: *A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandria*



OBJECTIVE #1	Develop local, reliable funding mechanisms to support a fiscally constrained transportation plan.
Themes	<p>Stakeholders and residents agree that a strategic approach to investment decision-making for transportation programs and projects requires better clarity and certainty in funding sources. Transportation projects are typically funded through a variety of sources with federal or state grants often providing significant portions of capital costs. However, funding responsibility is increasingly shifting to localities and project beneficiaries. Alexandria must investigate innovative local options – including existing, untapped and potential new local funding sources – and be willing to develop creative financing packages that blend funding sources. Without reliable funding sources, localities cannot develop honest, functional long-term plans.</p>
Supporting Conditions	<p>In 2009, the newly-formed Transportation Commission developed and considered a Six-Year Transportation Improvement Program and Long-Range Plan for transportation projects. A Commercial Real Estate Tax Option was considered by City Council in 2008 and ultimately not adopted. Local/private funding options might also include business improvement districts, joint development, tax increment public infrastructure funds, impact fees, congestion pricing or motor vehicle registration fees.</p>
Initiatives	<ul style="list-style-type: none"> a) Annually produce and adopt a fiscally-constrained Transportation Improvement Program and an unconstrained Long-Range Plan b) Continually seek new sources of state and federal funding for transportation c) Implement asset management efforts that prioritize maintenance of critical infrastructure, increase the value obtained from infrastructure expenditures and achieve a progressively higher level of service for Alexandria

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OBJECTIVE #2	Promote strong linkages and coordination between transportation and land development.
Themes	Members of the public and stakeholders shared enthusiasm for ensuring better coordination between land use and transportation infrastructure; specific projects such as Potomac Yard Metro, BRAC-133 and HOT lanes present opportunities for reassessment; an incentive-based approach may best encourage improvements to the multimodal network and concurrency between development and transportation infrastructure.
Supporting Conditions	Various strategies are available to increase the efficiency of the transportation system and reduce the demand for single-occupant vehicle travel.
Initiatives	<ul style="list-style-type: none">a) By 2011, develop parking policies that maximize the efficiency of Alexandria's parking supply.b) By 2011, adopt Zoning ordinance changes to Transportation Management Plans that encourage more coordination and economy of scalec) By 2012, approve Transportation Impact Analysis methodology for use in development analysisd) Continually pursue development at Potomac Yard that supports a Metrorail Station

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OBJECTIVE #3	Ensure safe and accessible travel for pedestrians, bicyclists, transit and motorists on Complete Streets with design and implementation that is context sensitive.
Themes	Increasing transportation choices that allow more people to use transit, walk and bike is already a priority for planning and infrastructure improvements in Alexandria. However, residents and panel members remarked that multimodal opportunities can be improved by strategically using street space for dedicated transit corridors, wider sidewalks, bike paths, transit shelters and better managing parking resources.
Supporting Conditions	A comprehensive network of local and arterial streets enables safe access by all user groups and allows a full range of daily activities. Alexandria is working on a program, a policy and on a project-by-project level to encourage a mode shift to public transportation and active transportation – mobility options powered solely by human energy such as bicycling and walking.
Initiatives	<ul style="list-style-type: none"> a) Construct Eisenhower Avenue Complete Streets initiative by 2014 b) Construct King-Beauregard Intersection Multimodal Improvements by 2013 c) Continually construct Active Transportation spot improvements including intersection safety improvements, on- and off-road bikeways and new sidewalks

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OBJECTIVE #4	Increase transit options for locally oriented and through trips emphasizing interjurisdictional coordination.
Themes	<p>Many citizens and stakeholders emphasized the importance of implementing the recommendations of the 2008 Transportation Master Plan. Organizing community development and redevelopment around high quality and high capacity transit corridors will maximize regional and local travel choice and improve environmental quality. Transportation choices and policies must be considered in a larger context and promoted as beneficial to the region while recognizing that Alexandria's roads, rails and trails are also part of a regional network.</p>
Supporting Conditions	<p>Studies show that transit options can be used to manage congestion for residents and commuters. As congestion increases, alternative transit services that provide seamless travel, time savings for commuters, real-time travel information, desirable passenger amenities and enjoyable travel experience will become more desirable. The City's proposed transit corridors should operate on secure rights-of-way with priority for transit use.</p>
Initiatives	<ul style="list-style-type: none"> a) Finalize planning and begin construction on Corridor A (Potomac Yard Transitway) by 2015 b) Begin formal planning and engineering on Corridor C (Beauregard) by 2011 c) Improve frequency (headways) on current transit routes to meet urban transit standards d) By 2014, supplement or revise conventional vehicle "level of service" measures used by the City for traffic impact studies with "person throughput" or "person delay" measures that integrate auto, transit, pedestrian and bicycle travel into a single measure based on the person-capacity of streets

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Indicators

- ✓ Total number of transit passengers per year
- ✓ Total passengers per mile and per hour of service
- ✓ Total number of station entries/exits at Alexandria Metrorail stops
- ✓ Share of walking and bicycling trips as measured by the US Census in the American Community Survey, MWCOG Regional Household Travel Survey or focused, supplementary samples